



Potomac Yard Metrorail Station Environmental Impact Statement

Alternative Refinement

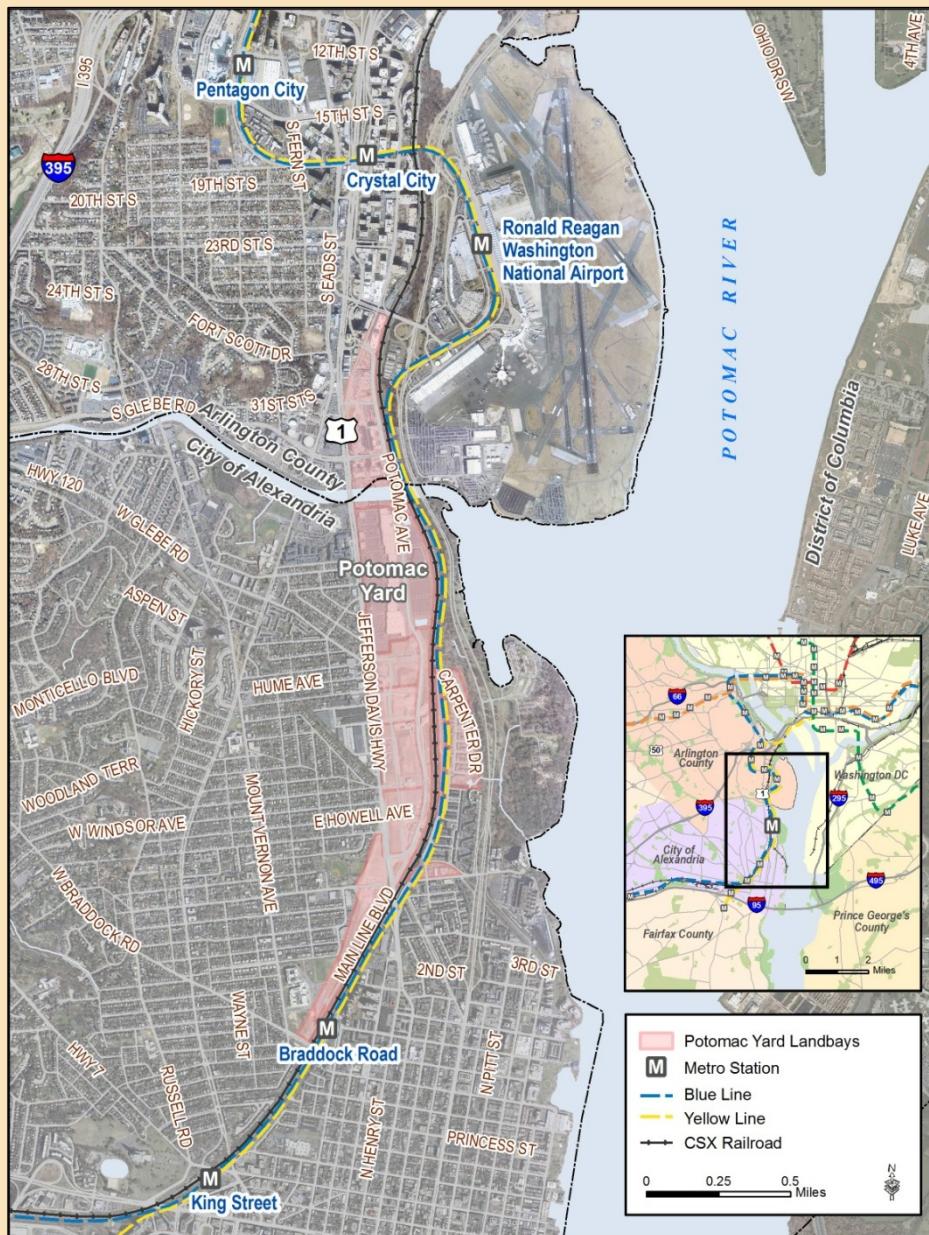
February 6, 2012



Agenda

- 1. Welcome and Review of Project to Date**
- 2. Refinement of Alternatives**
- 3. Functionality and Appearance**
- 4. Cost Drivers**
- 5. Schedule**
- 6. Next Steps**

Study Area



Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process (June 2011) & first meeting of PYMIG
3. Screening Document (October 2011) and second meeting of PYMIG
4. Refinement of Alternatives



Station Location Zones



LEGEND

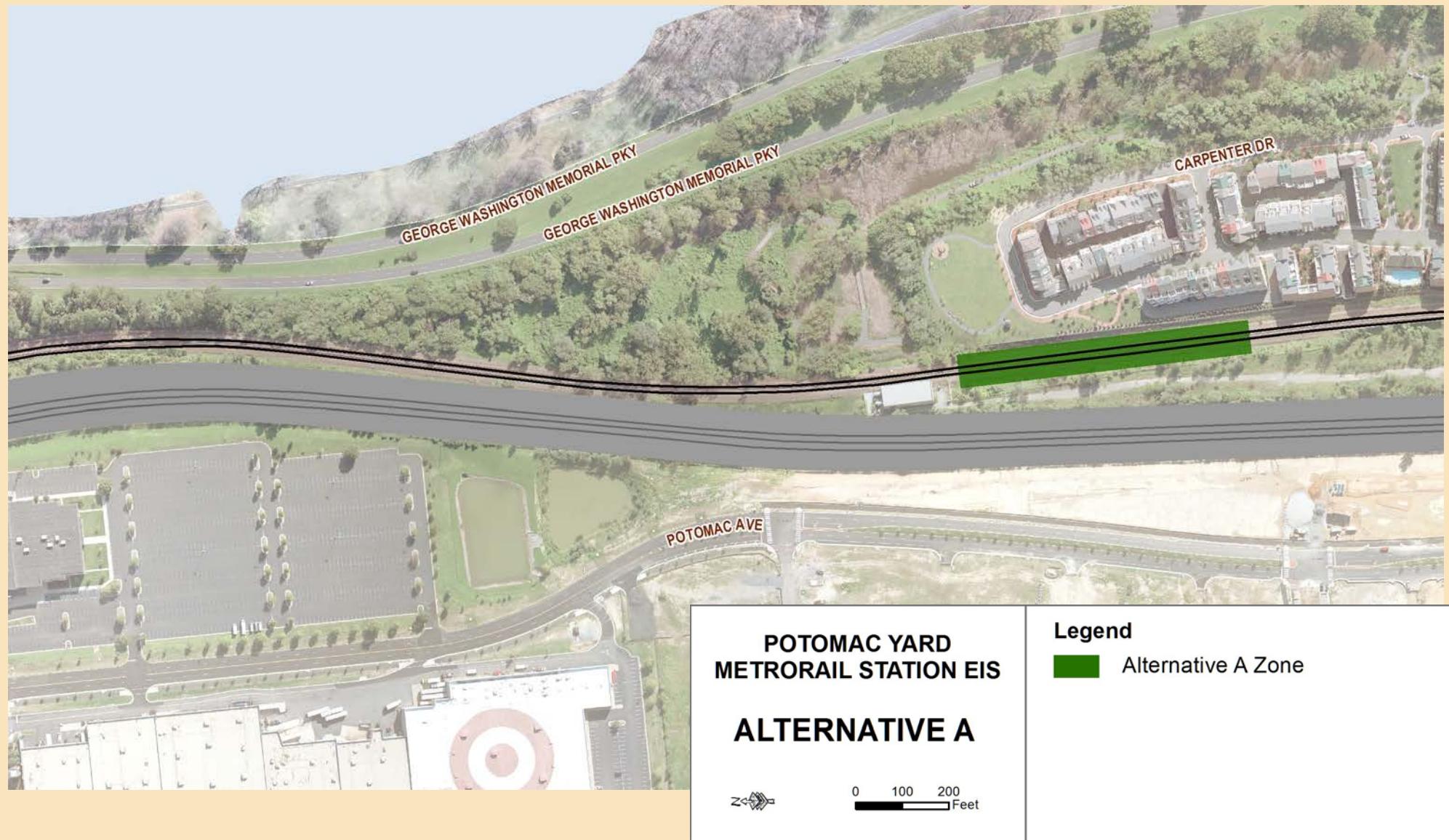
- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

Refinement of Stations

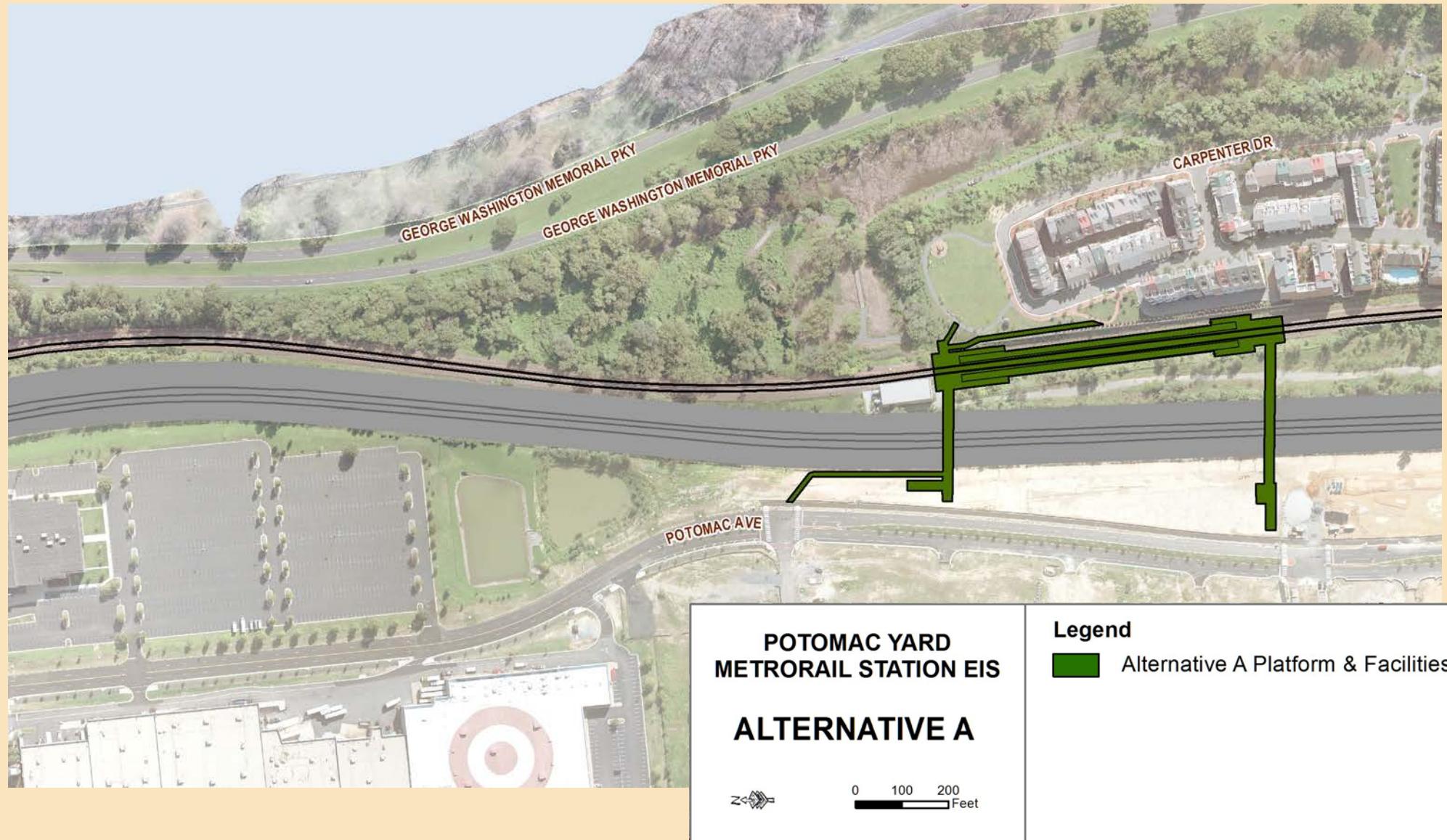
Criteria for Refinement:

- NPS Property
- Wetlands
- Existing, Approved Plans
- Ownership
- Track Geometry
- Construction Impacts/Access
- Potential Ridership Capture

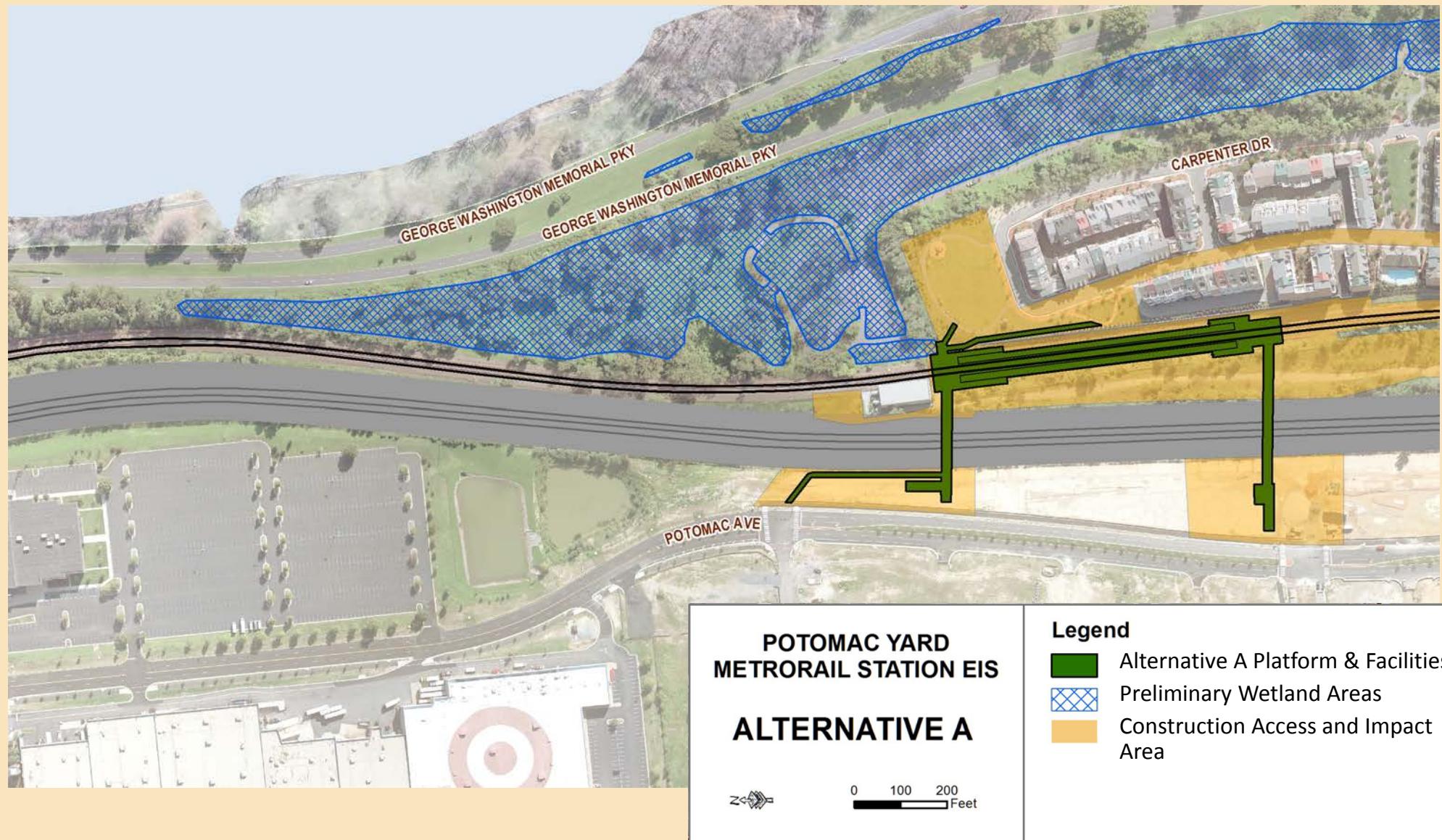
Alternative A



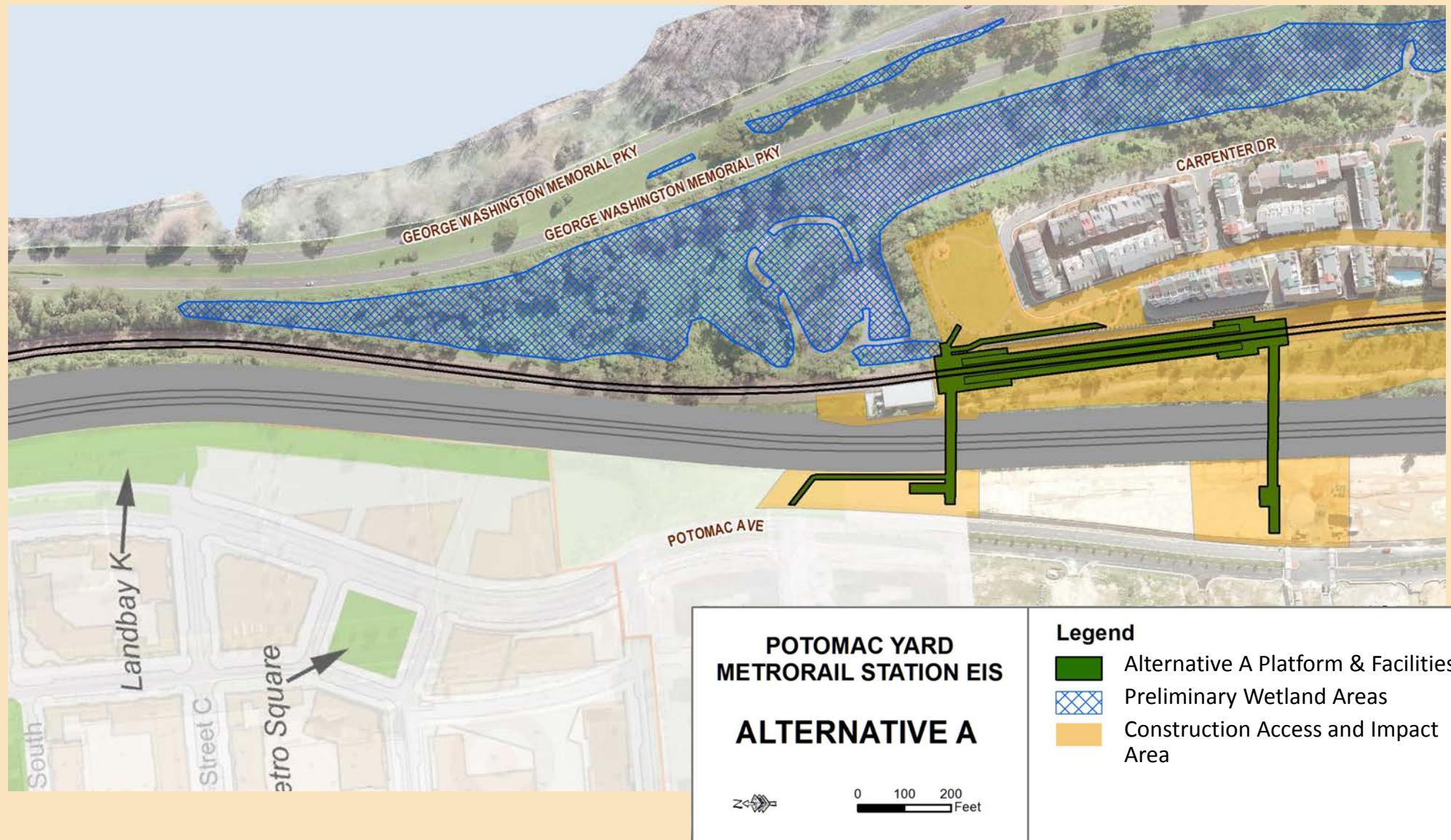
Alternative A



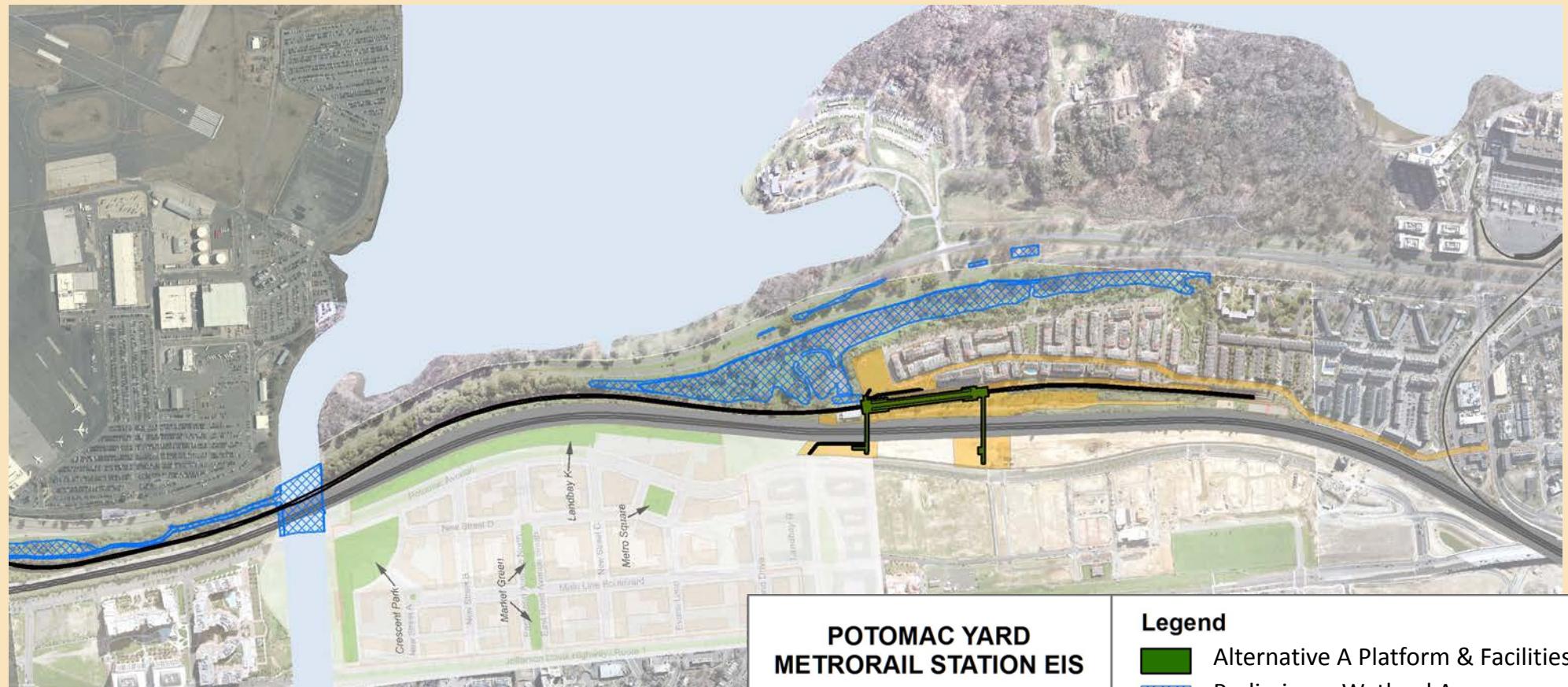
Alternative A



Alternative A



Alternative A



POTOMAC YARD METRORAIL STATION EIS

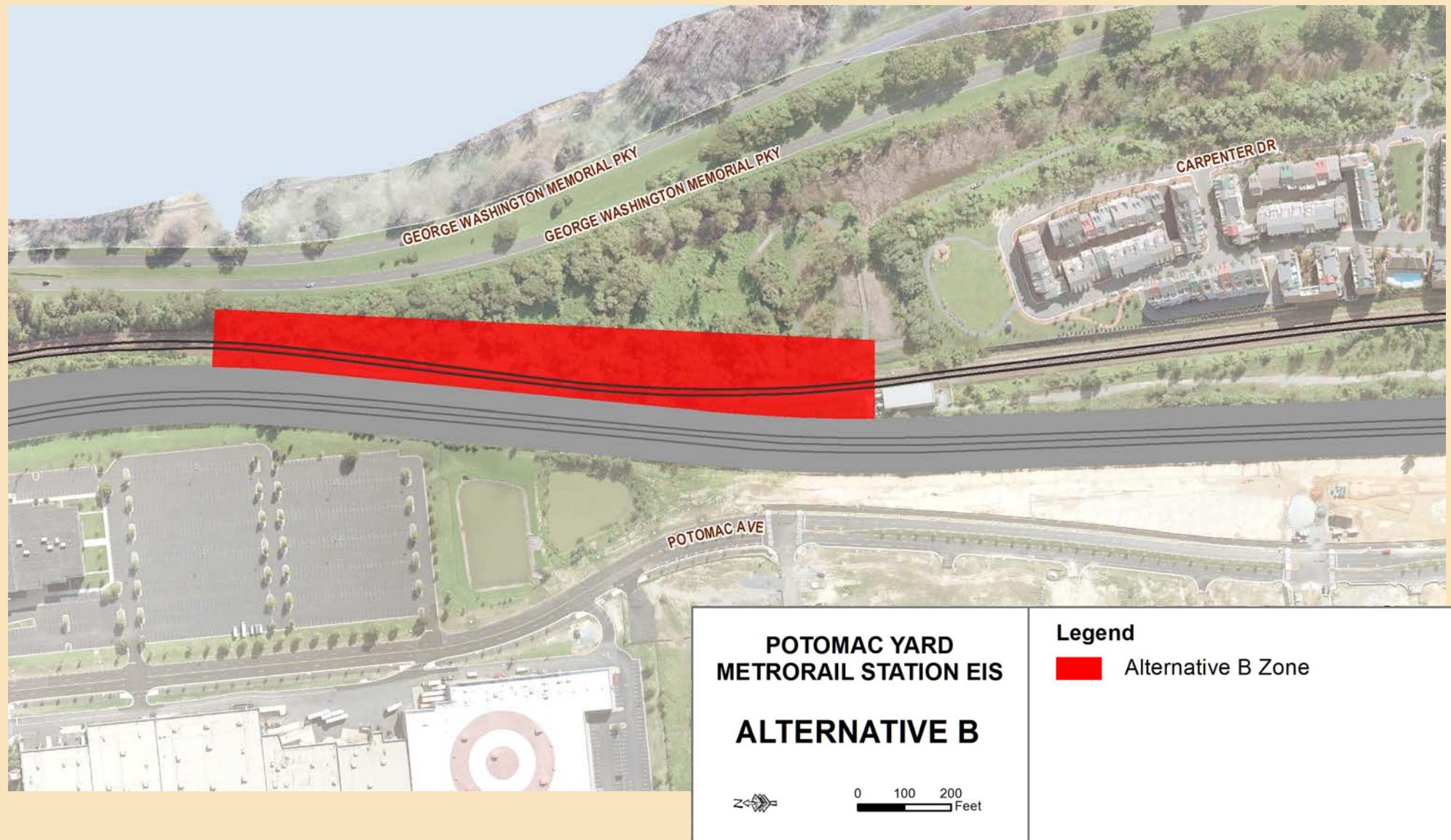
ALTERNATIVE A

0 450 900 Feet

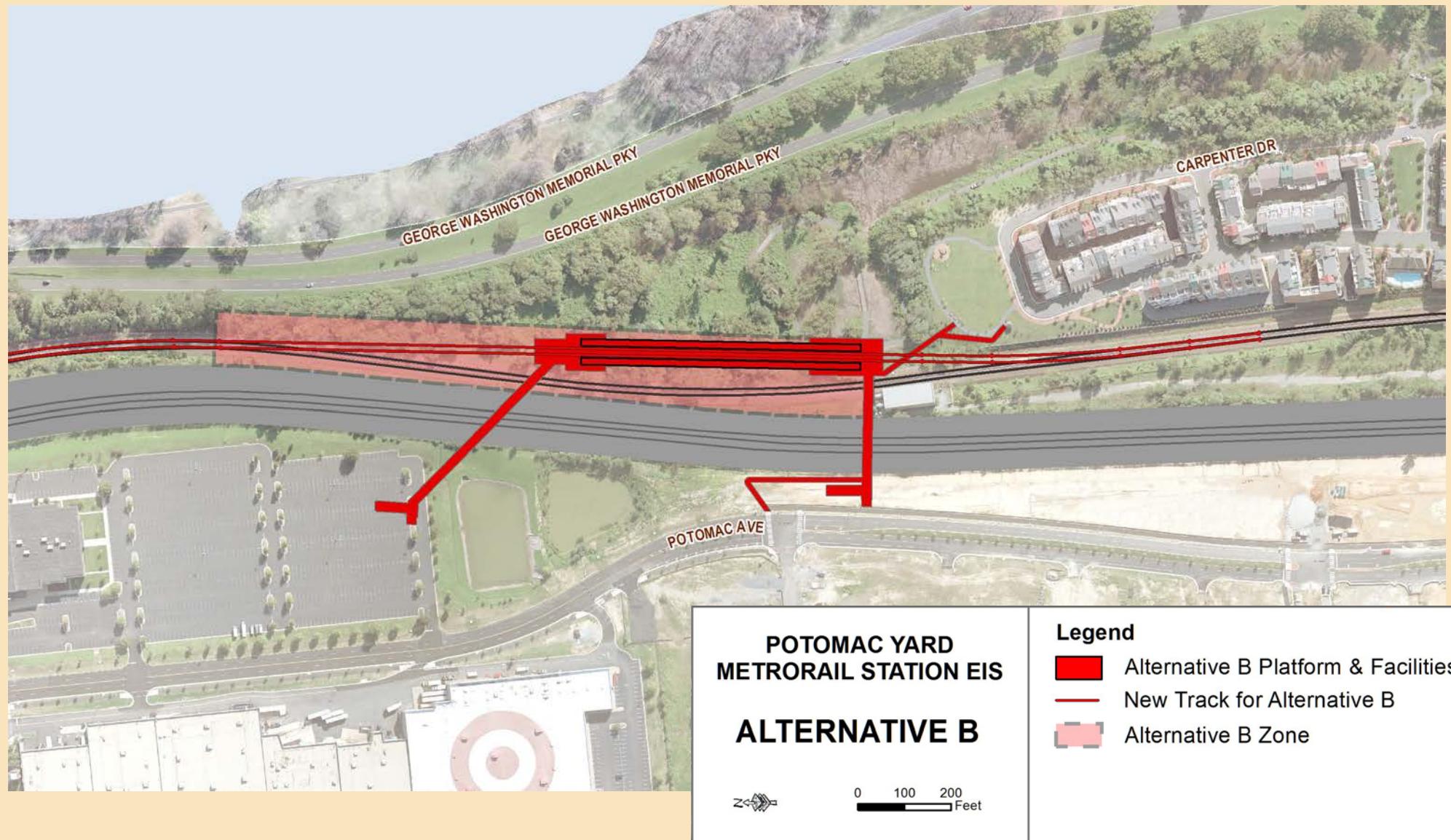
Legend

- Alternative A Platform & Facilities
- Preliminary Wetland Areas
- Construction Access and Impact Area

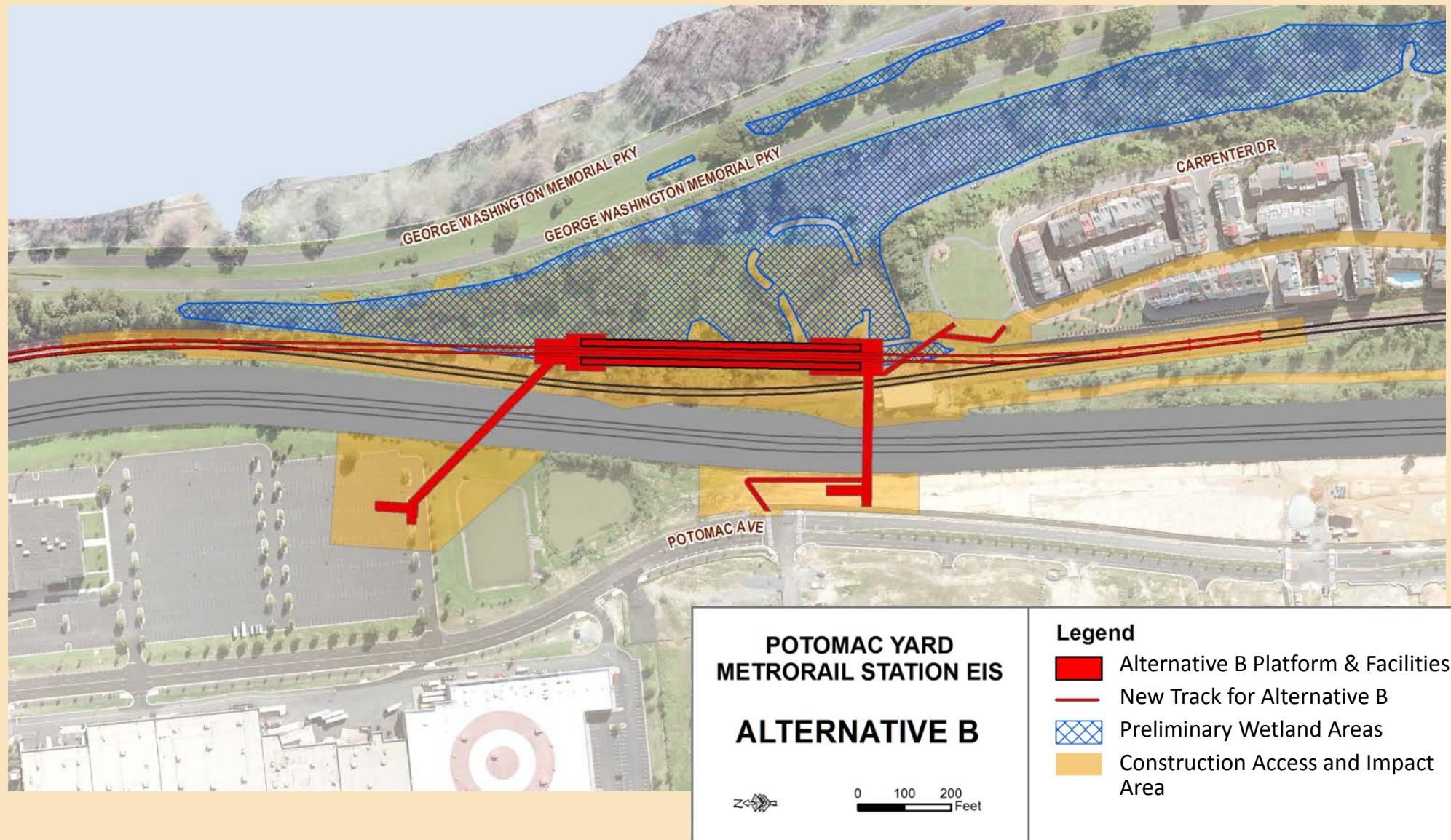
Alternative B



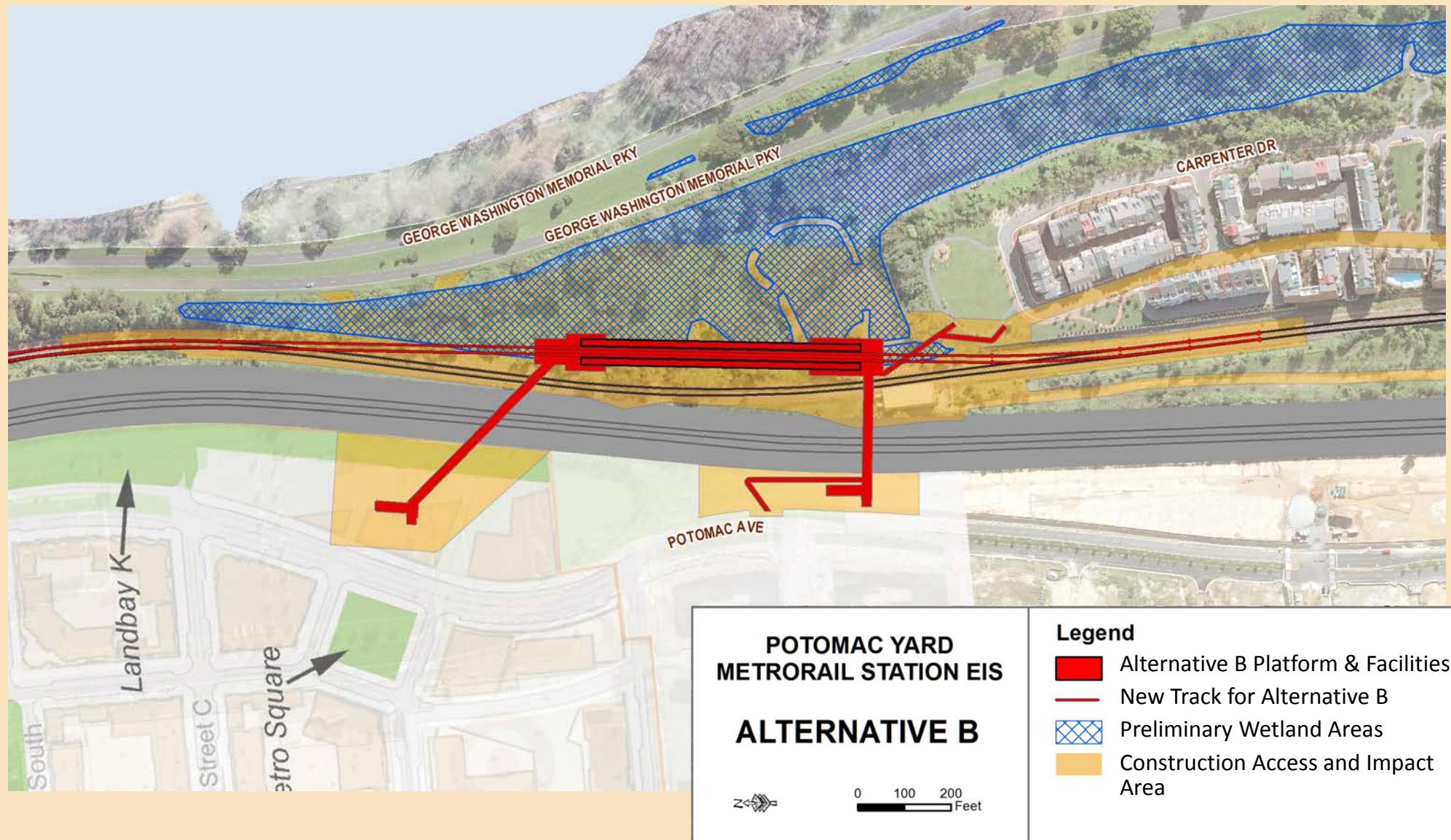
Alternative B



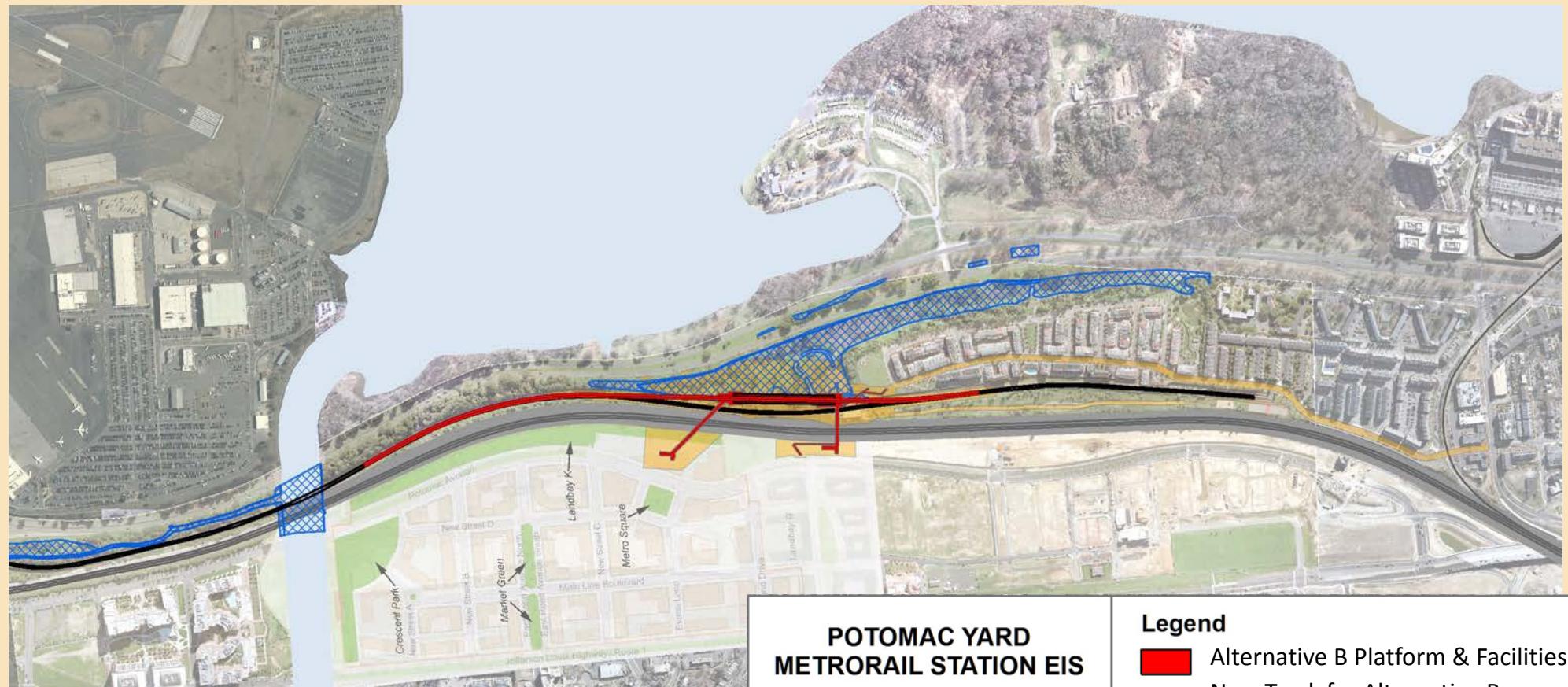
Alternative B



Alternative B



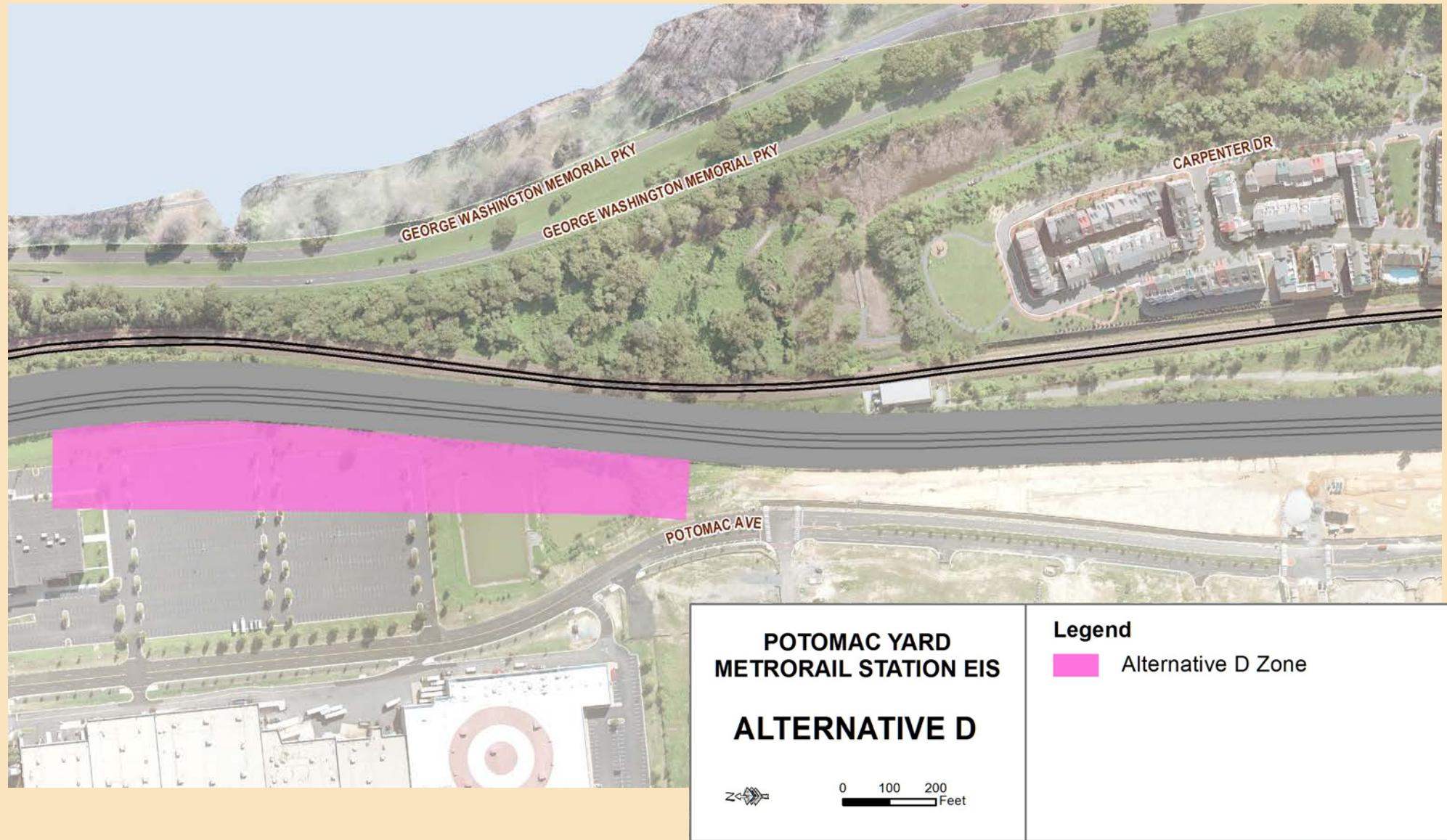
Alternative B



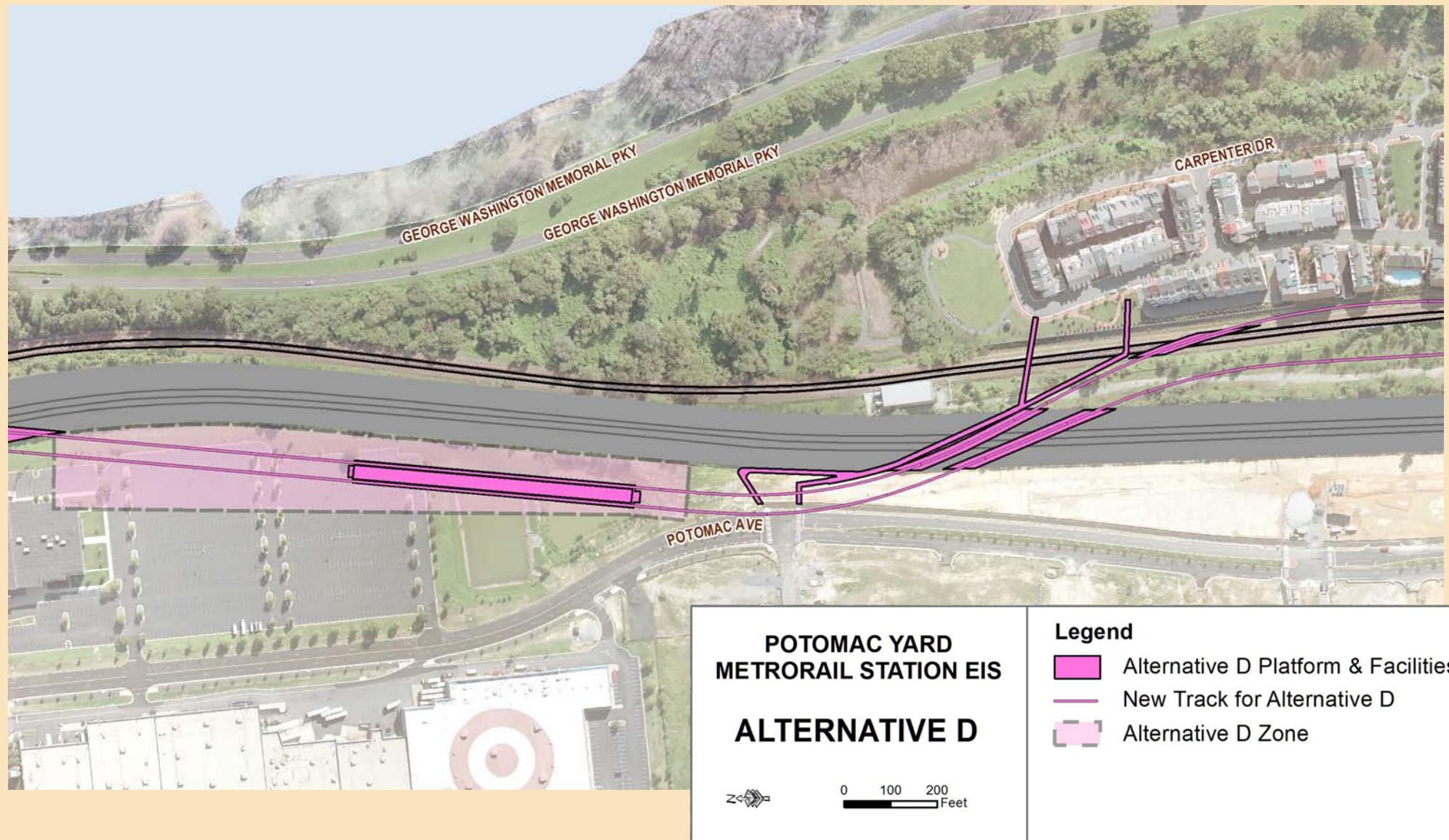
Functionality and Appearance: Example: At-Grade Station – Morgan Boulevard



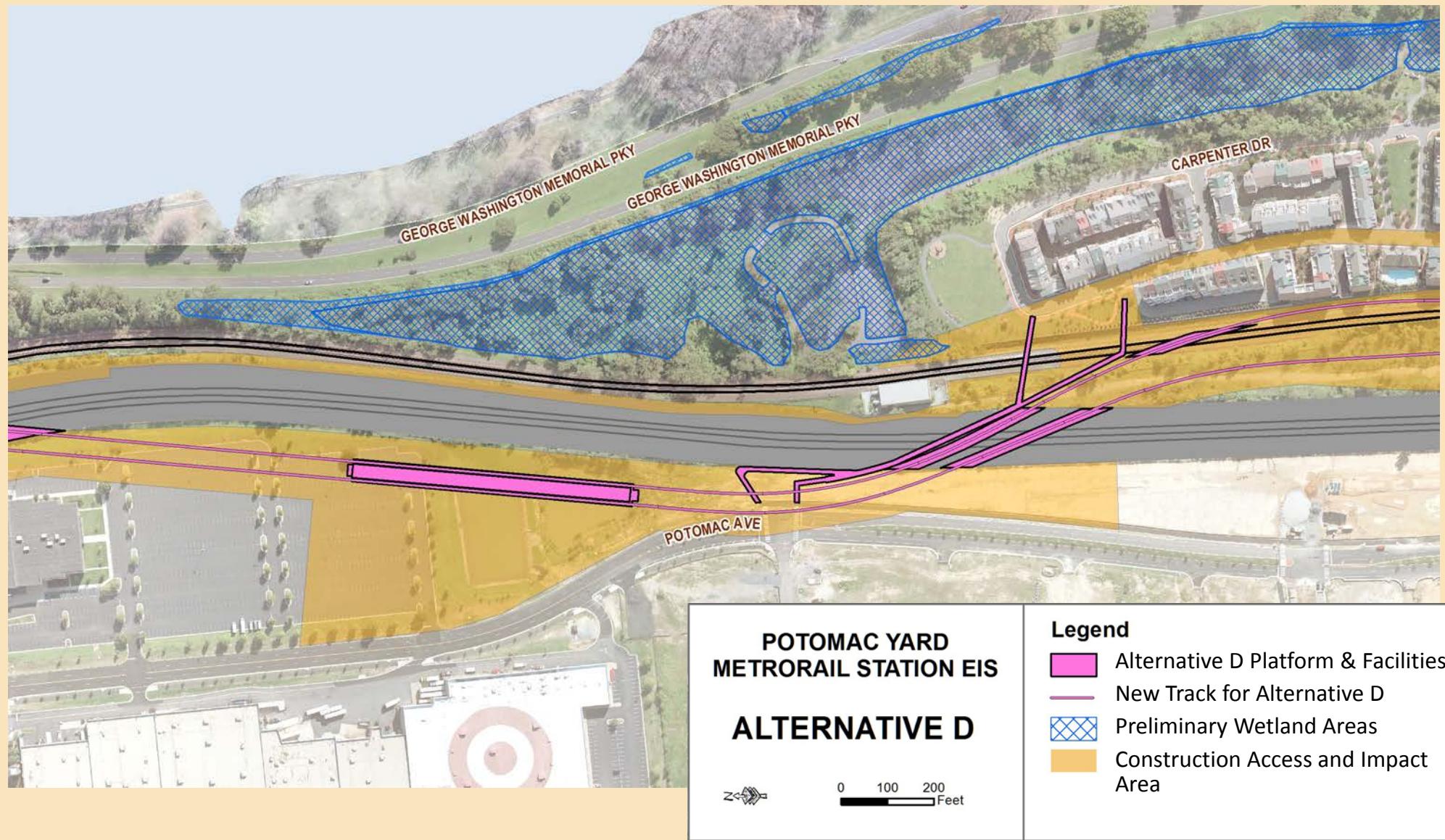
Alternative D



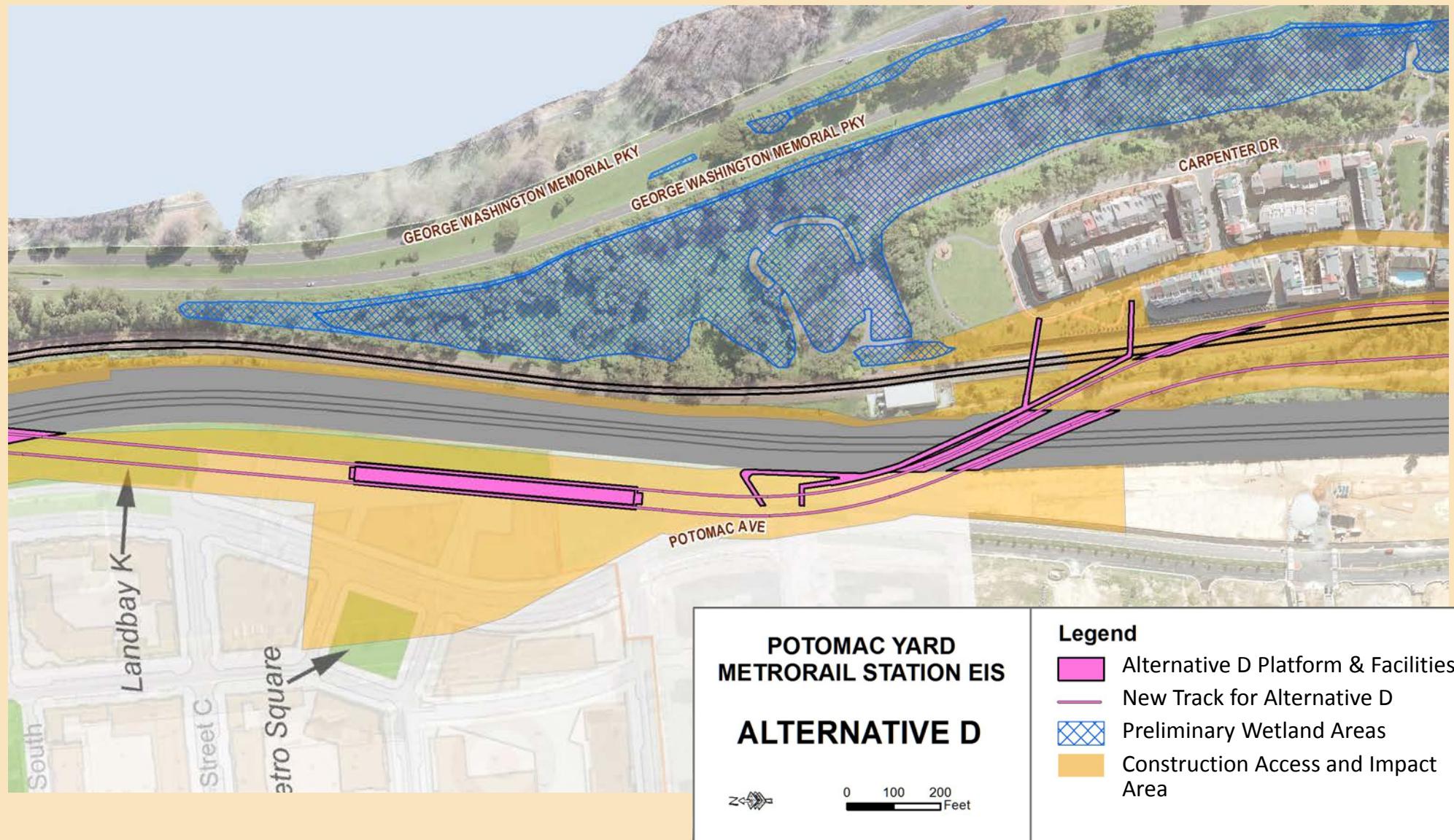
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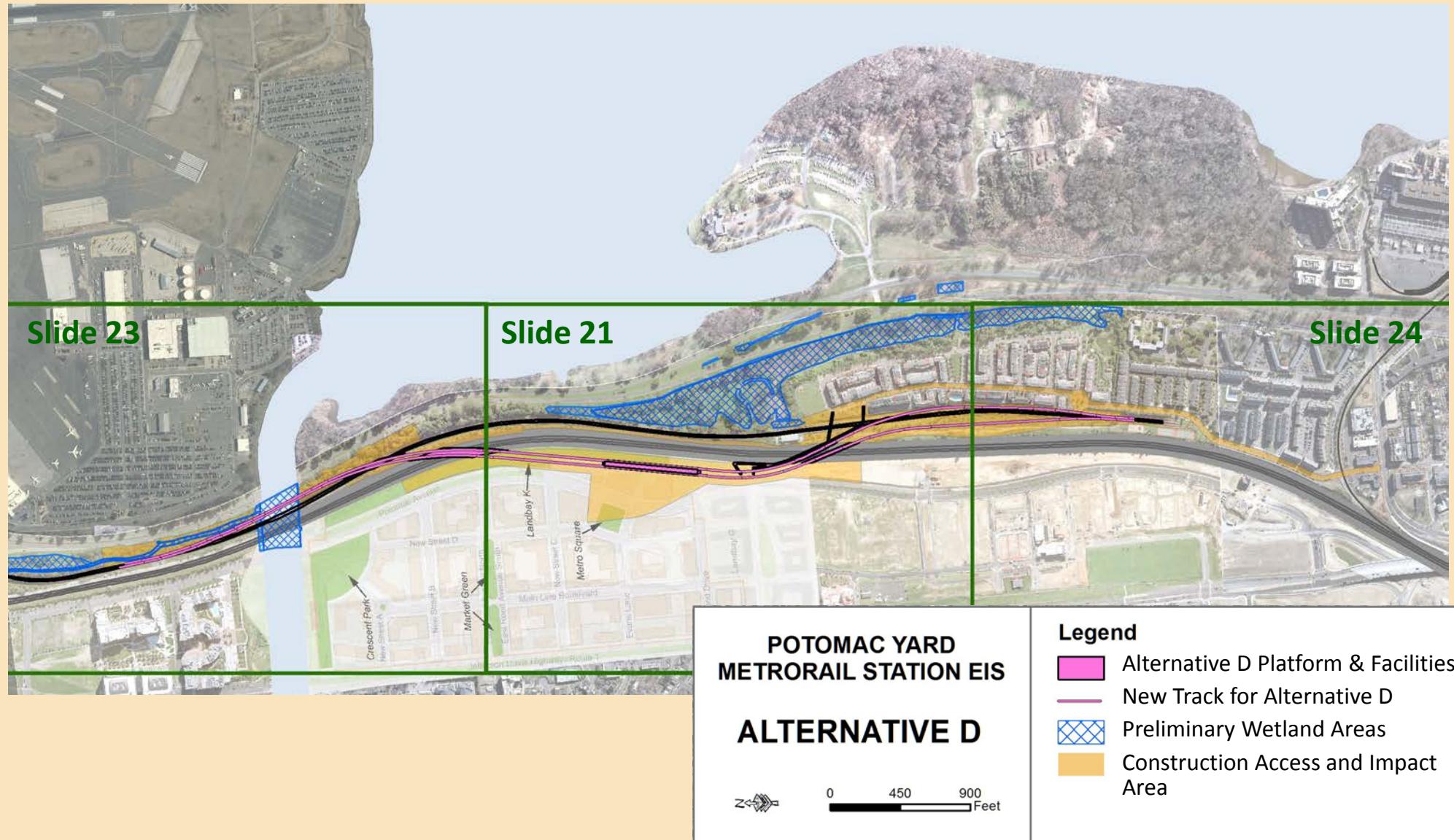
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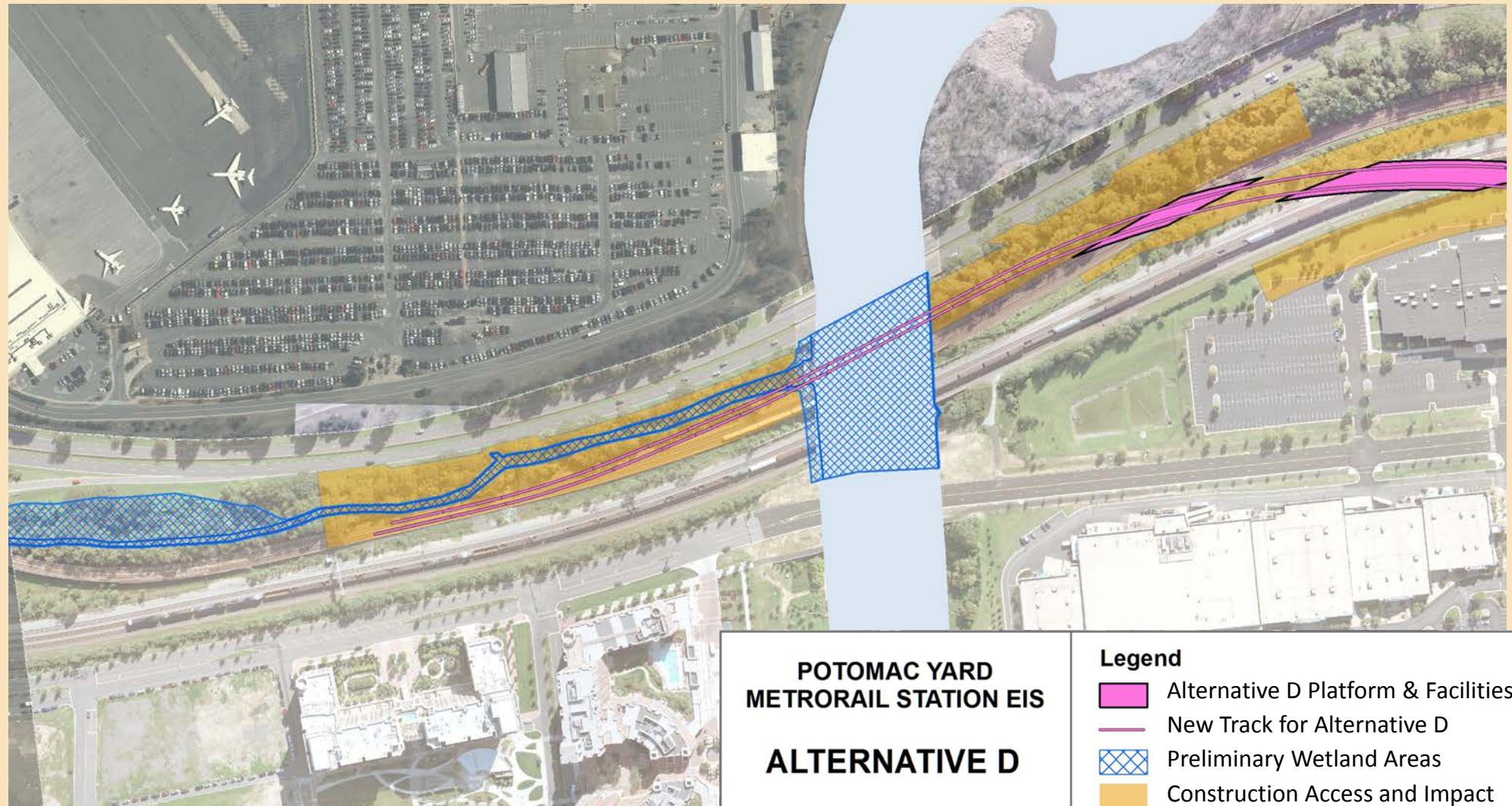
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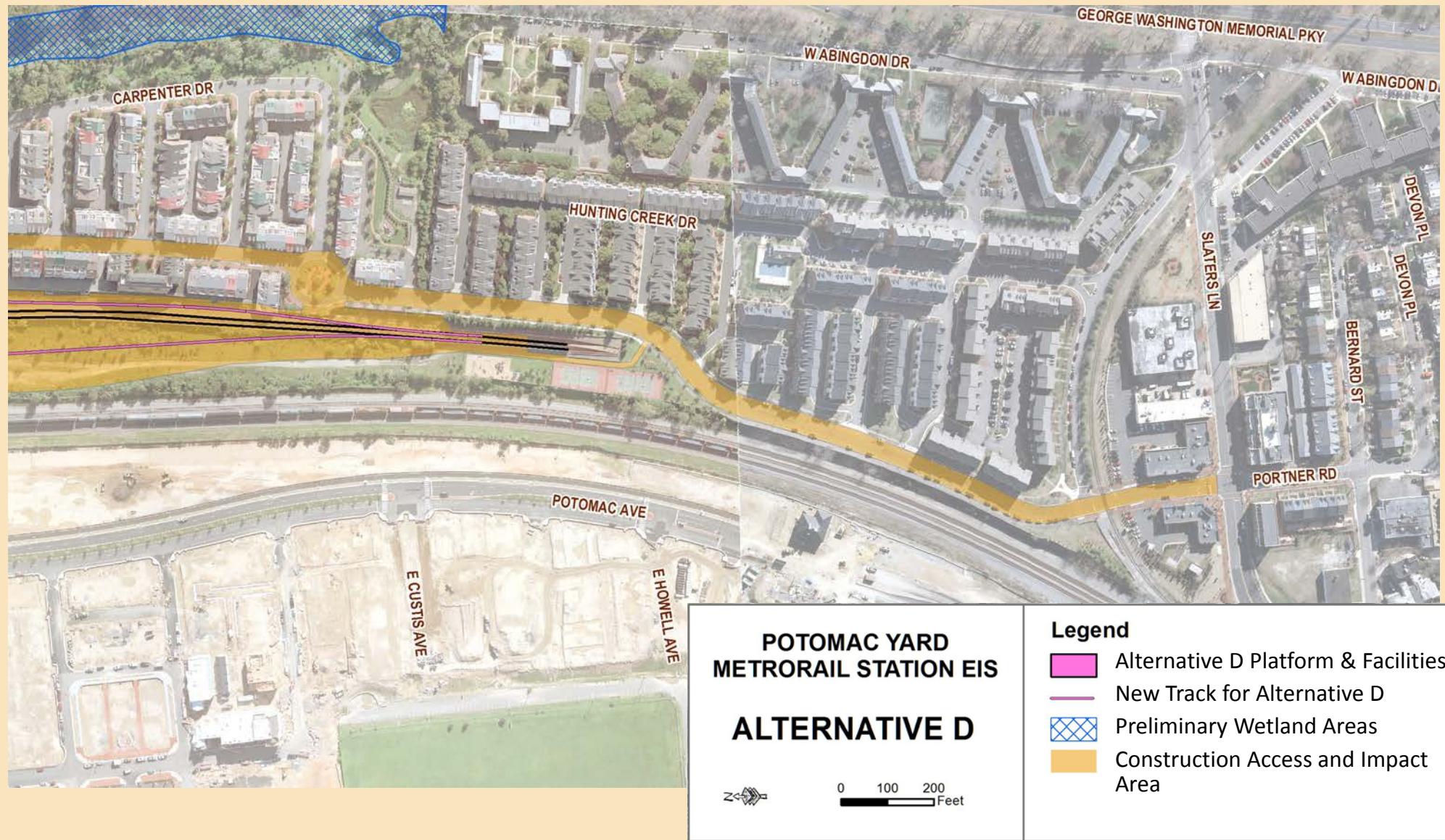
Alternative D



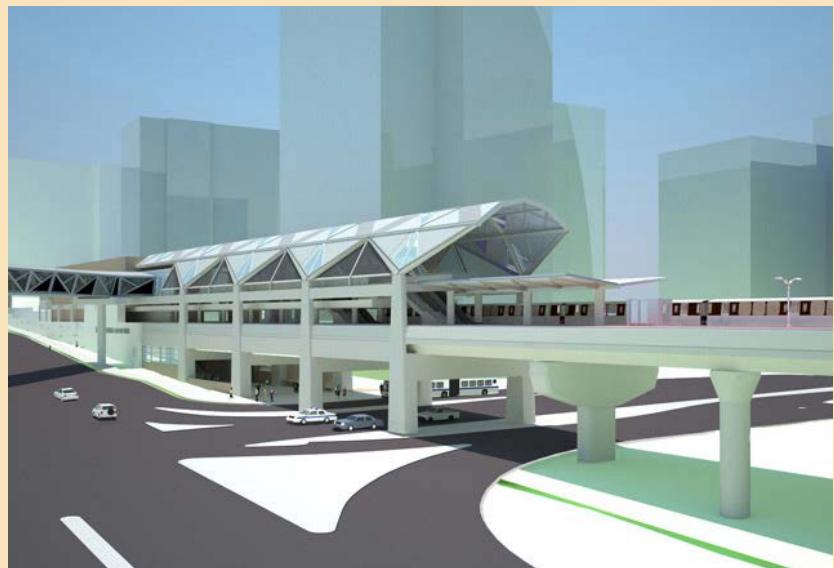
Alternative D – North End



Alternative D – South End



Functionality and Appearance: Example: Aerial Station – Tysons Corner



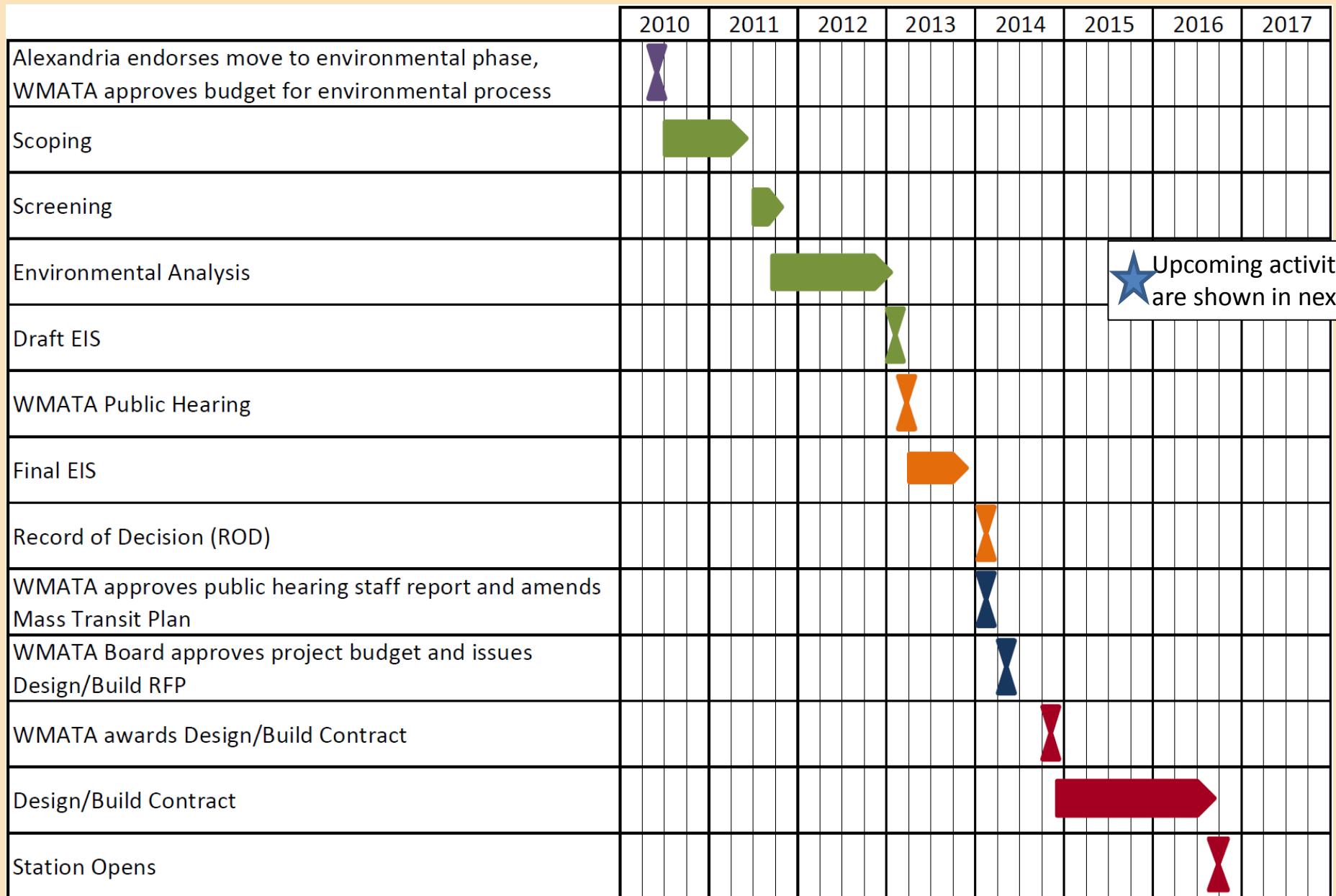
Functionality and Appearance: Example: Aerial Station – Tysons Corner – during construction



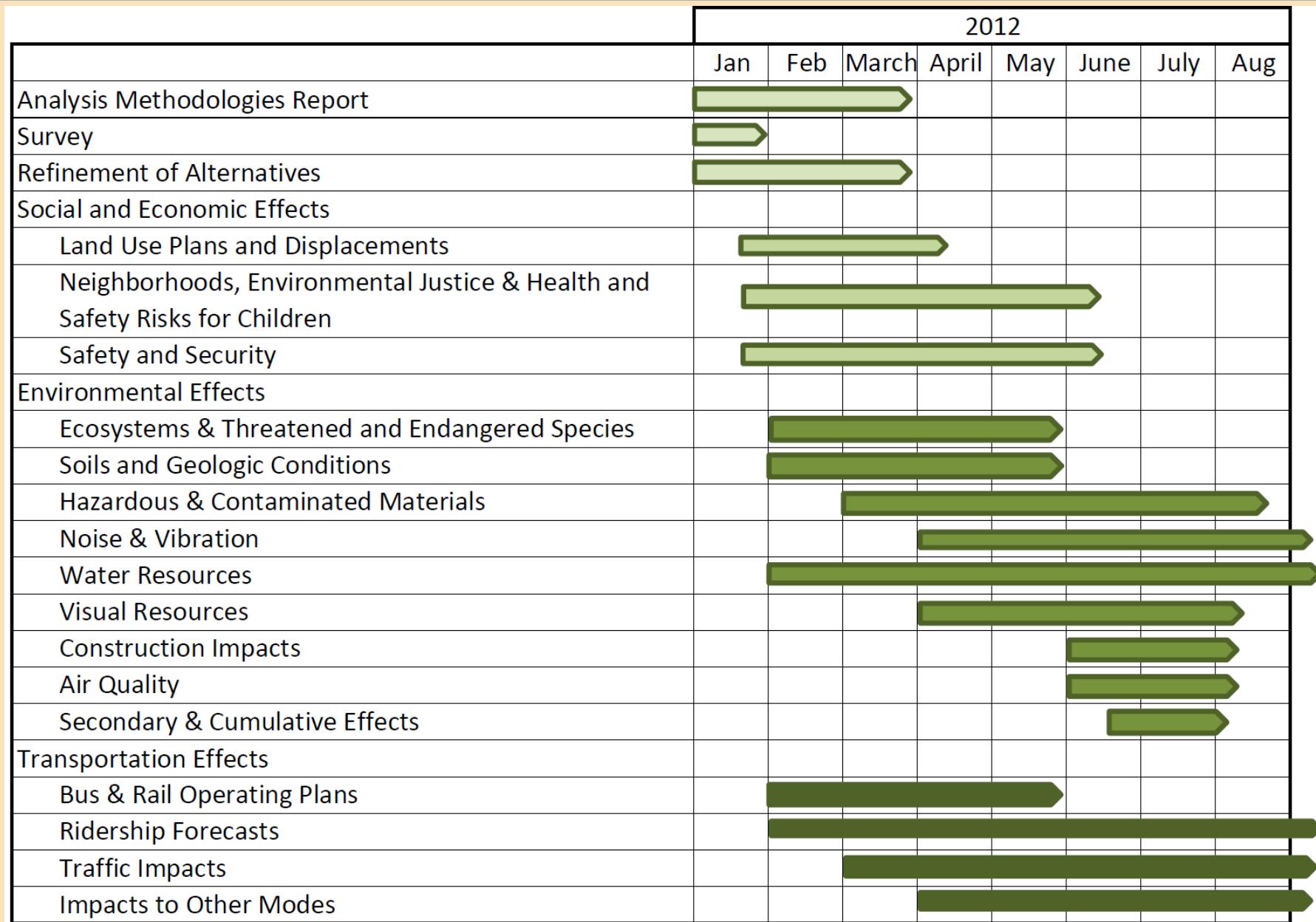
Cost Drivers

	Alt A	Alt B	Alt D
Structures Required	<ul style="list-style-type: none">• 2 pedestrian bridges	<ul style="list-style-type: none">• 2 pedestrian bridges• Retaining wall	<ul style="list-style-type: none">• New Metrorail bridge over Four Mile Run;• 2 new Metrorail bridges• 1 pedestrian bridge• Aerial track and supports
New Track Construction	0-feet	Approximately 2,000-feet	Approximately 6,000-feet
Complexity of Construction Staging	Moderate	Moderate-High	High
Requires Construction Along Live Tracks	High	Medium	Medium-Low

Overall Project Schedule



Further Cost Drivers and Upcoming Schedule



Next Steps

- Individual environmental impact methodology reports
- Environmental analysis for each of the proposed alternatives
- Next level of cost information
 - Cost estimates (Expected Fall, 2012)
- Next Meeting (tentatively May, 2012)